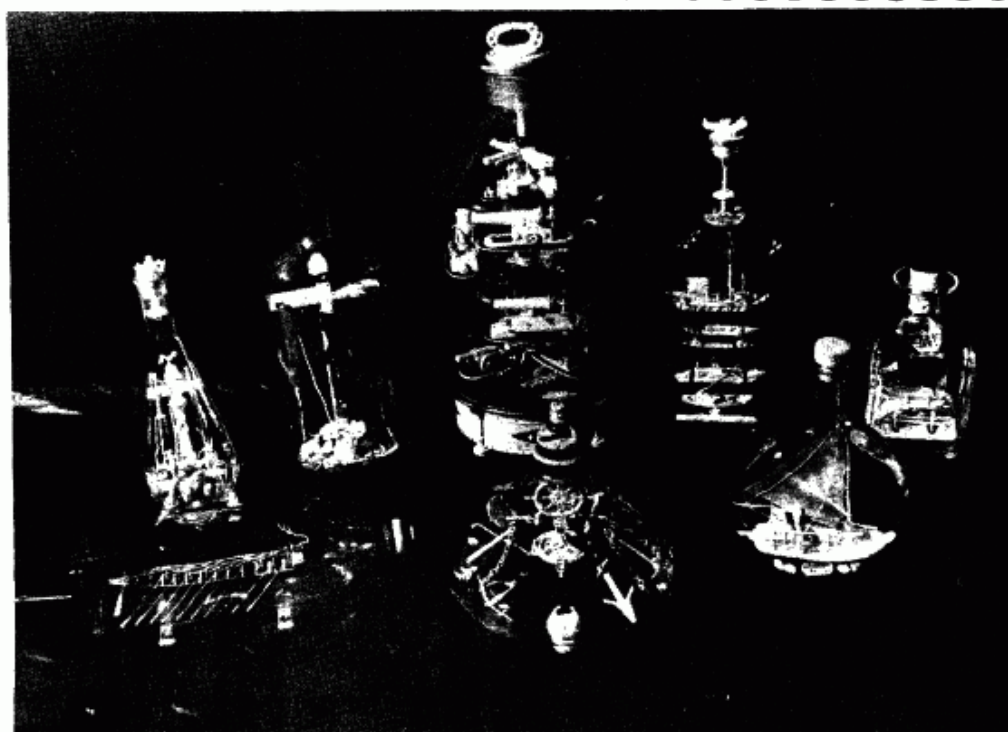


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THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For membership application, please write the Membership Chairman - Steve Hahn, 252 Poskus St., Stoughton, MA 02072, USA. Annual dues are \$15.00 for both North American and overseas members.

ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 3 Dexter St., Newburyport, MA. 01950, USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission is the second month of each quarter.

Jack Hinkley, President
Alex Bellinger, Editor
Don Hubbard, Assistant Editor
Steven Hahn, Treasurer and Membership
Saul Bobroff, Technical Operations



Decals and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave., Royal Oak, Mich. 48073. Please send check or money order, payable to James H. Davison.

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Cover Photo - Models by Johnny Reinhert, Herne, West Germany, all made of bone. See back cover for a larger picture of central model.

The Bottle Shipwright

Volume 6, Number 3

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FROM THE PRESIDENT

The great news is that our founder and present Assistant Editor, Don Hubbard, has published a brand new, completely revised and enlarged edition of his book, SHIPS IN BOTTLES, A STEP BY STEP GUIDE TO A VENERABLE NAUTICAL CRAFT. The first edition, published in 1971, is now among the "hard to find" works on our craft. The new edition, which is still valuable to a beginner, also has information helpful to the advanced builder as well. Chapters such as Better Building Hints, Photographing Your Model, Selling Your Work and others will make your ship bottling more interesting and rewarding. Our congratulations to Don on an excellent piece of work.

It will be interesting to many of you, especially our overseas members, that John Burden has turned over the Presidency of the European Association of Ships in Bottles to Leon Labistour, the Editor of their Journal, THE BOTTLESHIP. A new and different work assignment has forced John to make this decision. Leon is now, in turn seeking a new editor. I know all of you will join me in wishing John and Leon all the best in their new endeavors.

We welcome aboard the new members who have joined us. I hope in the coming winter months, when we are more likely to be housebound, you will find time to turn out many good works, and let us know about them through your letters and photographs. As always, your input is appreciated, and it is what makes BOTTLE SHIPWRIGHT what it is.

HIT THE BOTTLE! (Preston)

Jack

EDITOR'S NOTES

I am glad to join Jack in congratulating Don on the publication of his revised edition, and recommending it to you. Enclosed with this issue you will find a separate form that will give you more of an idea of the book's content, and can be used to order it directly from Don. Those of you who have been building for some time will remember the days when there was almost nothing published on ships in bottles, and little of the few things you could find were of much use. Tom Burke's eloquent tale in this issue is a fine example of a good builder unable to get started for the simple want of basic information. Don's first edition changed that in 1971, and since going out of print, it has been frequently sought by builders and collectors. Now that his revised edition available, the future of ship in bottle building is further assured.

Also enclosed is a note from Steve Hahn, our treasurer. Steve has carefully reviewed each member's current status and with the enclosed, is informing you of your own status. If you are overdue, please contact Steve soon. Based on this information, we plan to include an updated membership list in the next issue.

In this issue you'll find a second installment of George Pinter's article on building the Yacht 007. George seems to find the unusual problem to solve, and in this case, came up with an ingenious solution. As always, the story is told only as George could tell it. Some specialized tools he developed as part of this job will be covered in the next issue.

I'm grateful to Steve Nanning for putting together the clearest article I have seen so far on the Japanese technique for bottling a ship. I hope it will encourage more of us here in this part of the world to try it, and possibly expand on it. If you feel you have well mastered the traditional approach, this may be a refreshing challenge. And haven't you ever wondered if it wouldn't be a nice change to have the ship sailing away from the bottle neck instead towards it?

Again, I regret to have this issue getting to you much later than I had hoped. I also realize this has caused some confusion over member status. My thanks to all the contributors to this issue, and to all of you for your patience with the publishing delays. And now, with this delay, we are on the brink of our holiday season. This is always a special time of year, especially for those of us who are giving the unique kind of gift only craftsmen like us can give. I hope you all are enjoying a full and merry holiday season and along with Jack, Don, Steve and Saul, wish you all a Merry Christmas and very Happy New Year!

Good Bottling,

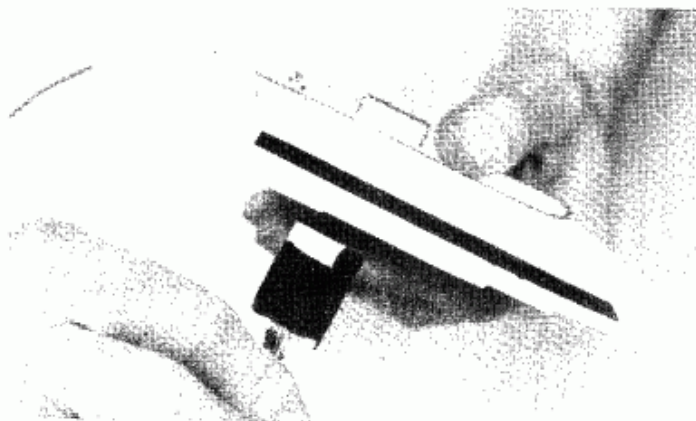


THE DOUBLE-O-SEVEN, PART II
ILLUMINATING THE SIDE PANELS

by George Pinter

As mentioned in the preceding article one of the major problems which I encountered while building Double-O-Seven was miniaturizing the yacht's illuminated side panels. This facet of the project entailed quite a bit of time, experimenting with fiber optics, LED's, etc. I did not want to use miniature lamps. Although that would be a simple solution it would be impossible to replace them in the future. I wanted to have a separate light source outside the bottle and fiber optics or something similar seemed the answer. Then Captain Mike came to the rescue! DAA DAA! (Imagine a trumpet sounding here.) He obtained the same type luminescent panels as employed on the boat. These are flat plates, about the size of a postage stamp, that glow with a uniform light when energized. As there are no bulbs involved, these will last indefinitely. Since they operate on 110 VAC, no resistors are needed. The problem I then encountered was that although these are the smallest size available, they were much oversize for my needs, and they could not be cut down.

I finally solved that by cutting vertical slots in each side of the main salon. In this way the light plates would slide upward through the main salon into position at the rear of the pilot house.



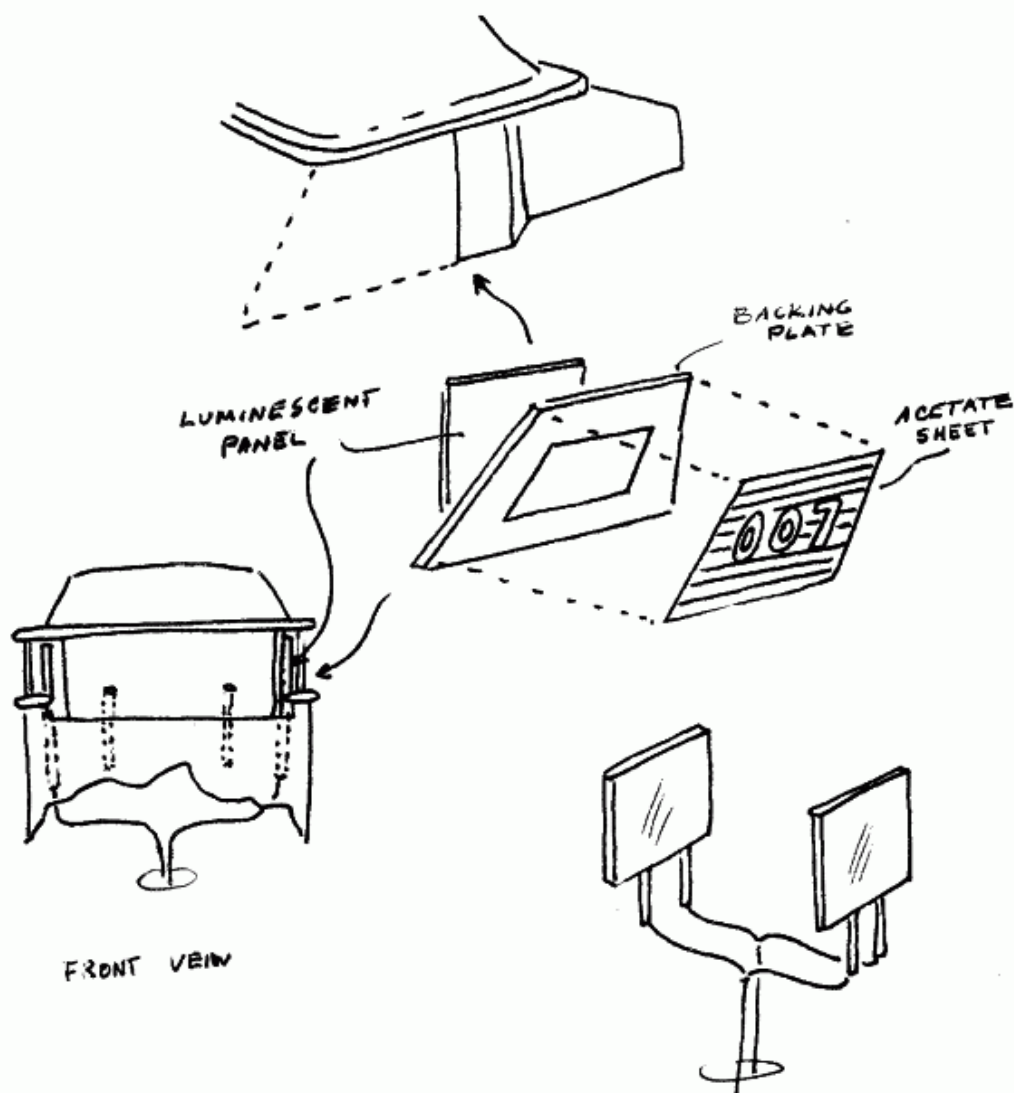
This necessitated cutting away a portion of the pilot house to clear the plates. Actually, the illuminated panels are larger, slightly, than they should be, but are not too giant to look out of place.

The number boards are of two pieces; a backing plate of 1/64" plywood for rigidity and the number plate itself. The back-board has a window

cut in it precisely behind the numeral area as shown in the illustration.

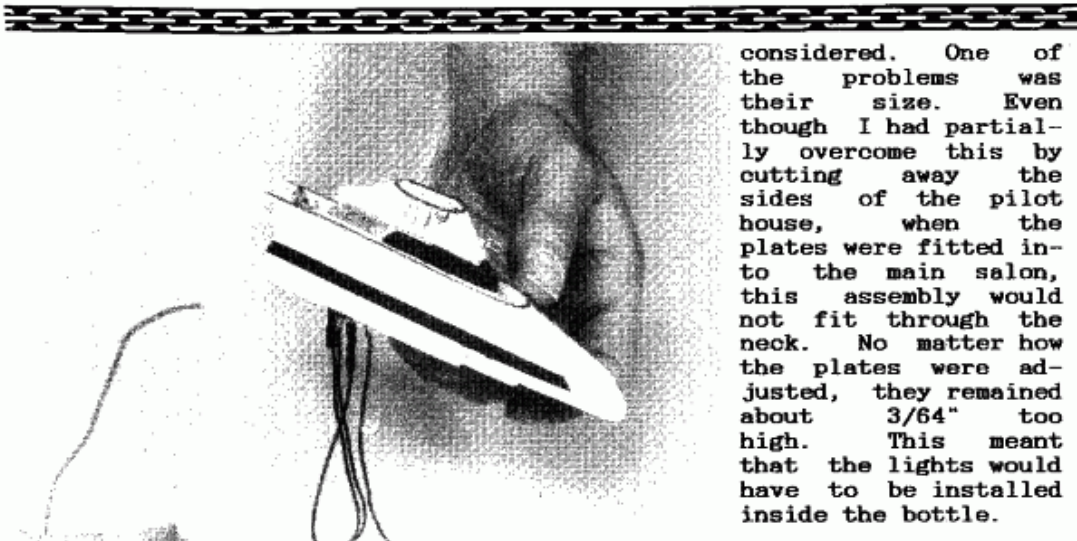
The numbers themselves were made by a photoengraving company. I drew up the numbers as I wanted them, along with the black stripes. The finished artwork was taken to the engraver and he photostated these for me, reducing them to the exact size required. I returned home with three photostats (including a spare) and the negative in case I needed more, and less \$20.00 in my wallet.

Thus I ended up with a tiny image (the outline of the numbers and the black stripes) on a sheet of clear acetate. Carefully painting the back side of the stat with white paint resulted in the finished image: transparent numbers on a striped background.



When the light panels are slipped in place, the pilot house assembly fits down onto the main salon with the numbers in front of the light. All parts of the light plates not needed for illumination were painted to reduce light leakage around the edges.

When planning the wiring for the lights several concepts were



considered. One of the problems was their size. Even though I had partially overcome this by cutting away the sides of the pilot house, when the plates were fitted into the main salon, this assembly would not fit through the neck. No matter how the plates were adjusted, they remained about $3/64$ " too high. This meant that the lights would have to be installed inside the bottle.

One idea was to install copper plates on the deck below the salon. When in place the leads from the plates would contact the copper buss bars. Then I considered drilling small holes in the buss bars so that the short leads from the plates would "plug in" when in position. This seemed like it would be difficult to pull off inside the bottle. Both ideas were discarded because I wanted to be sure there was positive contact throughout the electrical system.

Copper bars were installed on the underside of the main salon to which I intended to solder the leads from the panels. The incoming wiring could then be connected to the bars. This idea was scrapped later when I decided I didn't really need the problems associated with soldering inside the bottle.

Now long leads were soldered onto each pigtail coming off the plates. It became a study in frustration, trying to get the two panels in place, snake the wires through the hull and out the bottle. The wires were pulling OK., but I finally gave up trying to get the panels in place and removed everything.

The wires were taken off and the pigtails from the panels were soldered together in pairs. To each of these was soldered a line, so now I only had two wires to fit through the hull. This increased flexibility and helped considerably. The bottom of the salon was further cut out for more clearance of the line wiring. Pre-bending the wires into a sort of "loop" was an aid to installation too. See the illustration. I finally managed to get the plates, wires, and salon positioned and cemented with slow-drying epoxy.

When I test-fitted the side panels to their position on each side of the salon, I realized that the main salon was not in its proper place. It was now pushed forward with considerable force as the cement was starting to thicken.

Later, when I wanted to install these side pieces, I became pain-

fully aware that when I moved the salon earlier, the large rear window moved an imperceptible amount - but enough to misalign the side panels which previously had been a perfect fit. Fit - that's what I had when I realized this!

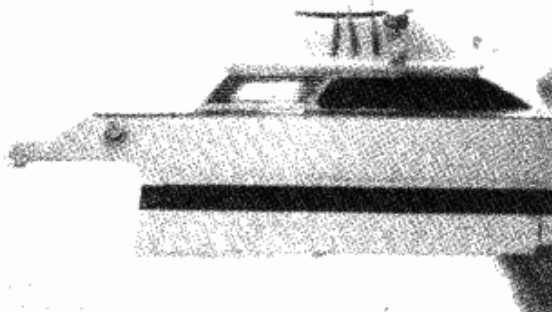
Cutting out a portion of the inside of the port piece gave me clearance, but on the starboard (the viewing side) was a gap between the parts. I could not live with this but was not overjoyed at the prospect of filling and sanding inside the bottle. Well, we do what we have to do and I decided to fill the gap. Careful as I was, this still remained a crude looking mess. Disheartened, I left it to dry overnight.

Sanding the rough areas proved to be relatively simple, although tedious and slow, once I figured out how to do it. A special flexible tool was made for this which worked quite well. Another special tool was made for cleaning up the sanding dust inside the bottle. The fabrication and use of both of these tools will be described in another article.

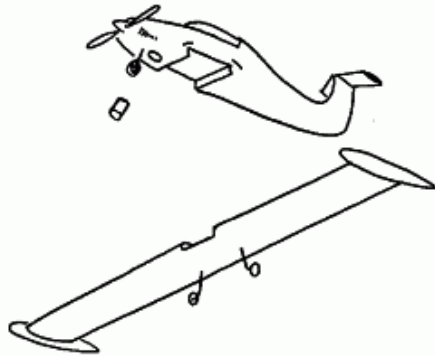
The wiring for the plates now goes through a hole in the hull (not much watertight integrity here), through the sea, and out a hole drilled in the bottom of the flask. These leads are equipped with slip-on connectors that attach to the main wiring in the base. In this way the bottle can be removed from the base for transport, since the entire thing is large and heavy. (There are fifteen pounds of putty alone in this model.)

The base is made of 3/4" oak throughout and is a box-like structure about 4" high. The base is equipped with a long (12 feet) line cord. Excess cord can be stuffed back into the box. A toggle switch at the back of the box controls the lights. Access to the box to connect quick-couplers is through the top when the bottle is lifted. A ring of gold-colored nylon rope encircles the bottle where it rests on the base.

The frustrating experience with the electrical system will dim with time, but even now, as I look at the completed model, I can't restrain a small smile when I see those little 007 lights glowing in the dim room. They are, after all, the most outstanding feature and in retrospect, worth the many hours of aggravation which they caused.



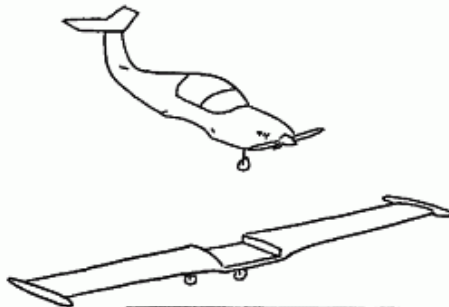
AN "AIRSHIP" IN A BOTTLE
by Charles Hand, Charleston, SC



Recently a friend asked me to try making a model of a specific airplane, a home built type called a Polliwagen, in a bottle. I figured I'd give it a try - an airplane is, after all, an "air" ship, is it not? It worked out better than I thought and the sketches illustrate the subassemblies and technique.

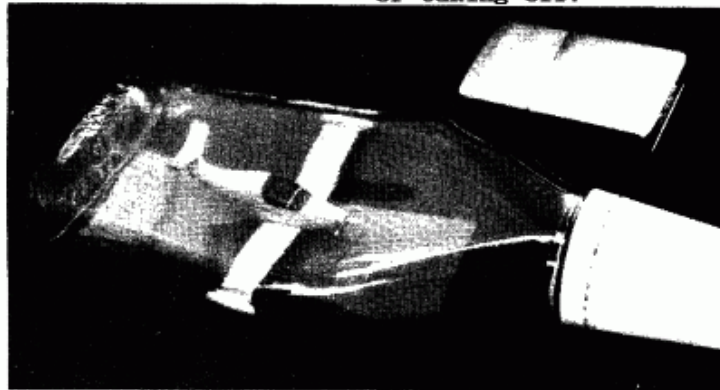
Before painting, I inserted a weight, cut from a steel nail, in a hole beneath the nose. This gave it better balance and brought the nose down.

I installed it in a 200 ml rum bottle, which seemed to suit the plane's shape. A round or an oval bottle would be even better. The tail design helped to hold the fuselage in position (upside-down) for putting glue on the wing slot. Then the wing assembly was installed and allowed to dry.



When I turned the bottle over and moved the plane into position, there was a lucky break. I'd made the wings long enough so that they rode up on the sides of the bottle and thus suspended it. A drop or two of white glue on each wing tip fixed it in place.

Finally, I painted a runway on the exterior of the bottom of the bottle. The finished product looks as if it were just landing, or taking off.



NOTES ON BOTTLES
Bob de Jongste
the Hague, Holland

In response to Bill Westervelt's notes on bottles in Bottle Shipwright 4/87, it is necessary to add some information.

Clear glass bottles were already known before Christ. They were made over sand or clay molds. Just before or just after the birth of Christ, the art of blowing glass was discovered, probably in Sidon. So glass bottles are already 2000 years old. They were widely used under Nero. Some were already marked by the maker.

Painting bottles on the inside was already done in the early middle ages. The Chinese, who were very slow to begin using glass, also painted bottles on the inside by the late Middle Ages. A strange, but frequent item was the so-called penis-bottle. A penis painted on the inside of the bottle. The use or significance is unknown to me. These date from before 1600.

Objects in bottles go back as far as 1723 (Germany), but I am practically certain that religious scenes, crosses, etc., were put in bottles from before that date.

The first automatic bottle making machine was developed in England in 1880 and was a forerunner of the Owens.

There is a substantial difference in making glass for bottles in Europe and the USA. Europeans used CaCO_3 and Americans used Ca(OH)_2 . I don't know whether this can be identified by refraction methods or not.

THE EARLIEST SHIP IN A BOTTLE?

In response to Bill Westervelt's inquiries, Ralph Preston sent him the following information, as he had learned it from Jochen Binikowski, former editor of BUDELSCHEFF EXPRESS:

"In the 1986 exhibition at Lubeck (West Germany), at the Sparkasse (Bank), were very well presented more than 500 examples (of ships in bottles). I finally visited the Museum at Holstentor. There was exhibited what is undoubtedly the oldest identified ship in a bottle in the world. It is 'without objection' dated 1784. The bottle is handblown, about 3 liters in capacity, teardrop formed and mounted with the neck down. The model is of a Mediterranean frigate. It was also finished (mounted?) with a technical overlay. Probably not built by a seaman for profit, (instead) it was probably made by a shipyard modeler."

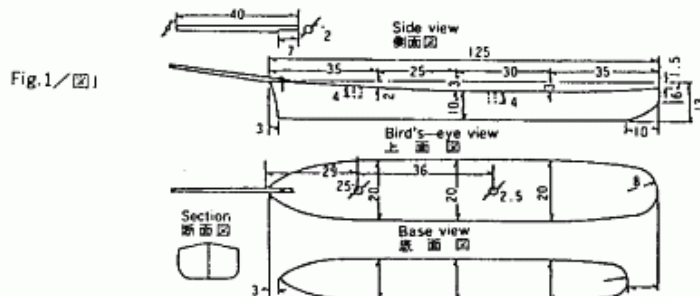
Ralph reports having visited the Holstentor Museum in Lubeck last summer, but, regretfully, missed this model.

OF

By Steve Nanning
Covina, California

As a longtime fan of the fine work done by our counterparts in the Japanese Association, I have often pondered the problem of just how they get their models in "backwards". This method is described in the Commemorative Edition, and the drawings are clear and well detailed, as you will see in this article (all the drawings here are from Mr. Okada's book). But the translated instructions are nearly undecipherable. I say nearly, because if they were completely undecipherable, I wouldn't have been able to write this! Bear in mind this type of model, unlike the Western method, is built up in the bottle, so there are no mast hinges. So clear your work table, set out your tools, and let's get started!

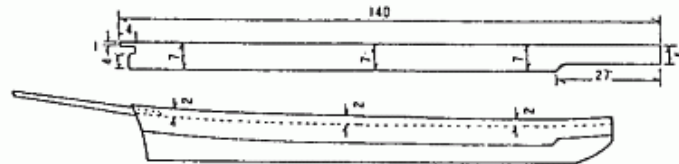
1. HULL: This is straightforward. The dimensions are given in mm in all drawings. Note the bowsprit is nailed on. Although it is not subject to as high a level of stress as in a Western model, I still prefer to drill a hole into the hull for a bowsprit mounting. Also note the two holes drilled for the fore and main masts. See Fig. 1.



You may wish to make deck furniture to add to the deck, but do

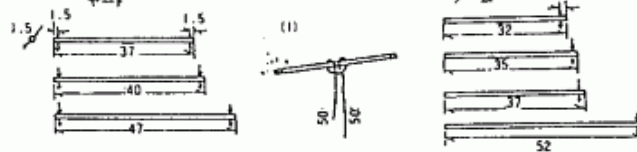
not attach them to the hull yet. This will interfere with rigging the model, as you will see from this article later on.

Fig.2/図2



3. **SPARS:** The spars are built up as in Fig.3. Again, all measurements are in mm. Paint as desired. Drill 0.5 mm holes in the ends of each yard and boom. Tie a 10cm length of thread to the center of each spar as shown.

Fig.3/図3



4. **MASTS:** Referring to Fig. 4, the foremast is on the left and mainmast on the right. The dimensions on the right of each mast indicate where the holes are drilled athwartships and the dimensions to the left show where the fore and aft holes are drilled. The overall length of the fore is 90mm and the main is 95mm. These lengths may need to be adjusted, depending on the dimensions of the bottle you're using. Bore the 4-5mm holes drilled in the hull for the masts when you are making these adjustments. Paint as desired.

Fig.4/図4

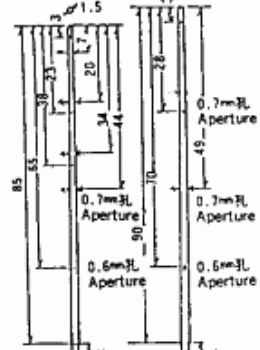
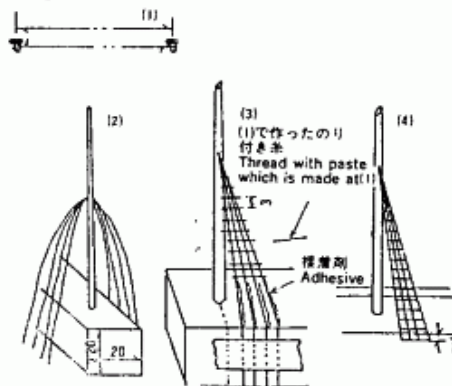


Fig.5/図5



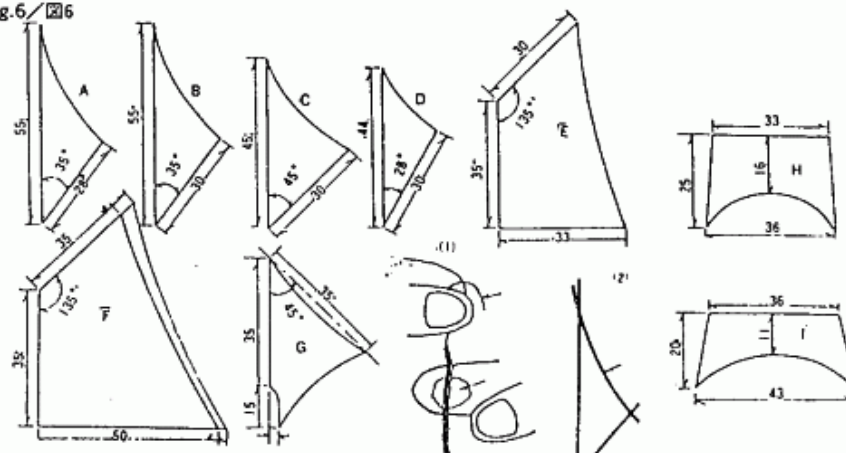
5. **RATLINES:** I can hear you now, "Ratlines on a SIB! Horrors!" Hang in there, it's not so bad. Take a block of wood the same width as your hull. Drill a hole in the center to the same depth as the hole in your hull. Step the foremast into the block and thread the lowest hole athwartships with four lengths of black thread. It should look like Fig. 5 (2). Using masking tape, attach the threads to both sides of the block and pull them taut. Make sure they angle back behind the mast and are evenly spaced on each side. Now take a piece of black thread and

wrap it tightly around two nails set about a yard apart. Put some white glue on your finger tips and run them along the length of this thread so it becomes impregnated with the glue. When dry, cut this

thread into short lengths and attach to the shrouds as shown, Fig. 5 (3). After these have dried, trim the edges of the ratlines and leave a 2mm "tail" at the ends of the shrouds for attachment to the bulwarks later on. Repeat the process for the mainmast, using three shroud lines instead of four.

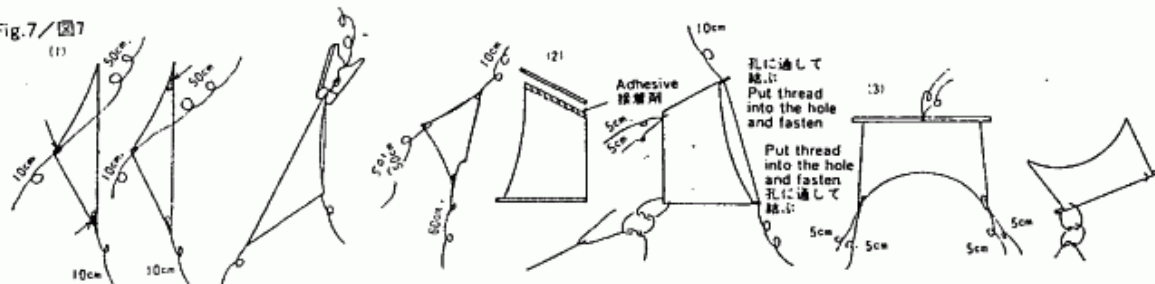
6. **SAILS:** Cut the sails out of paper or thin cloth, using the patterns given in Fig. 6 A-I. On sails A, B, C, (forestaysails) and D (mainstaysail) attach a 10cm length of white (or tan) thread to the lowest corner. Attach a 60cm length to the after corner of each of these sails, as shown in Fig. 7. When dry, attach this same thread to the top corner of the sail, adding a little "billow" in the process. Hold with a clothespin until dry. Again refer to Fig. 7. Do the same with sail G (maintopsail), except attach a 60cm length to the bottom corner of this sail instead of a 10cm length.

Fig. 6/ 図6



Attach the booms and gaffs (upper booms) to sails E (foresail) and F (mainsail). Using a 10cm length of thread, make mast attachments at the top and bottom corners of the fore side of these sails. Attach another thread from the boom tip to the gaff tip so that there is a 10cm "tail" from the boom tip and a 60cm "tail" from the boom tip for the foresail (E). Do the same for the mainsail (F), but only leave 10cm excess thread at each end. Again, add a little "billow" to the sails as you attach these threads. See Fig. 7 (2).

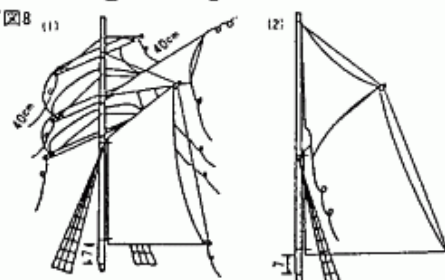
Fig. 7/ 図7



Attach the yards to sails H (foretopgallant) and I (foretopsail). Glue the center of a 10cm length of thread to the lower corners of each of these sails. Tie another 10cm length of thread to the midpoint of each yard for attaching these to the foremast. See Fig. 7 (3). On both sails, tie loops through the sail and around the yard at each end, as shown. Glue the knots of these loops and cut off the excess thread. Note: make these loops snug, but not too tight! The sails are now complete.

7. **FOREMAST ASSEMBLY:** Tie the foretopgallant (H) 13mm from the top of the mast, the foretopsail (I) 28mm from the mast top, and the final yard 40mm from the mast top. Glue the knots and trim the excess thread when dry. Tie the lower corners of the sails to the yards. Run a 80cm thread through the hole 7mm from the top of the mast and through the loops at either end of the foretopgallant (H). Do the same for the foretopsail (I), using the hole 20mm from the top of the mast, and for the lowest yard, using the hole 34mm down from the top. Tie the lower corner of the mainstaysail (D) to the same point on the mast where you attached the yard for the foretopsail (I). Tie the foresail (E) to the mast so the lower boom is 7mm from the bottom of the mast. Tie the "tail" of thread from the gaff tip of the foresail to the mast at a point just above the foretopgallant sail (H). Glue and trim all knots. Note: the threads of the 80cm length attached to the foresail should all still move freely. Set the completed foremast aside. The results should look like Fig. 8 (1).

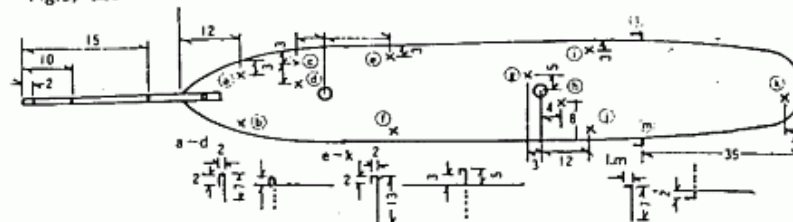
Fig.8/图8 (1)



8. **MAINMAST ASSEMBLY:** Tie the mainsail (F) to the mast so the lower boom is 7mm from the bottom of the mast. Tie the upper corner of the maintopsail (G) to a point 3mm from the top of the mast. Run the 60cm length of thread from the after corner of the maintopsail through the hole near the tip of the mainsail gaff and glue it. Run this same thread through the lower boom, but leave it running free. Glue and trim all knots, and set the mainmast aside to dry. It should look like Fig. 8 (2).

9. **HULL PREPARATION:** Refer to Fig. 9. Drill 0.4mm holes in the

Fig.9/图9

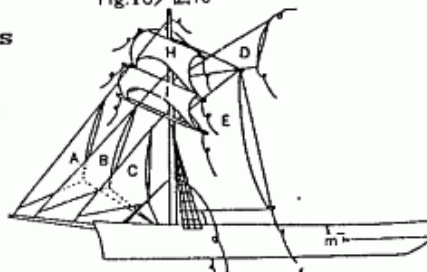


bowprit at the positions shown (2, 10 and 15mm). Prepare the deck fastenings as follows, using 0.5mm wire: Four hooks (a-d) are pushed into the deck and glued to form attachment hooks at locations a, b, c, & d on the deck. Seven others (e through k) are pushed in and glued

at locations e, f, g, h, i, j, & k. Be sure to leave 3mm of clearance between the bottom of the hook and the deck. Note: All hooks must face towards the bow! Last are the two "L"s, attached to the sides of the hull at points l and m, as shown. The attachment points will be referred to by letter through the rest of the article.

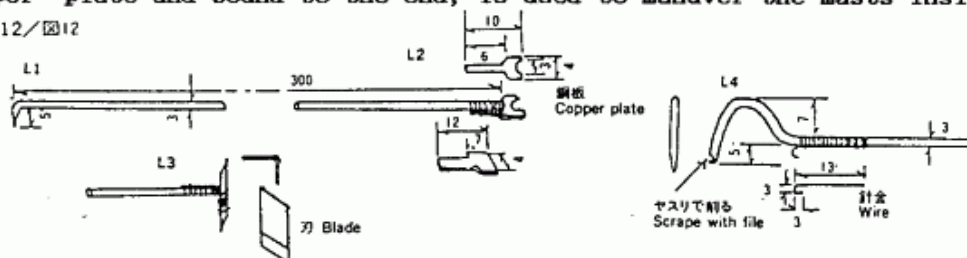
10. **INITIAL SETUP:** Tie a 60cm length of thread to "a" and do the same for "b". Tie the lower threads of the forestaysails (A, B & C) to the holes in the bowsprit as shown in Fig. 10. Step the foremast into the hull, but don't glue it! Run the threads from "a" and "b" through the lowest fore and aft hole in the mast as shown. Run the threads from the upper corners of the three forestaysails (A, B, & C) through the fore and aft holes in the mast, but do not tie them yet. The thread from the after corner of the lower forestaysail (C) is attached to "d". The after corner threads from the outer two forestaysails (A & B) are attached to "c". Set aside.

Fig.10/図10

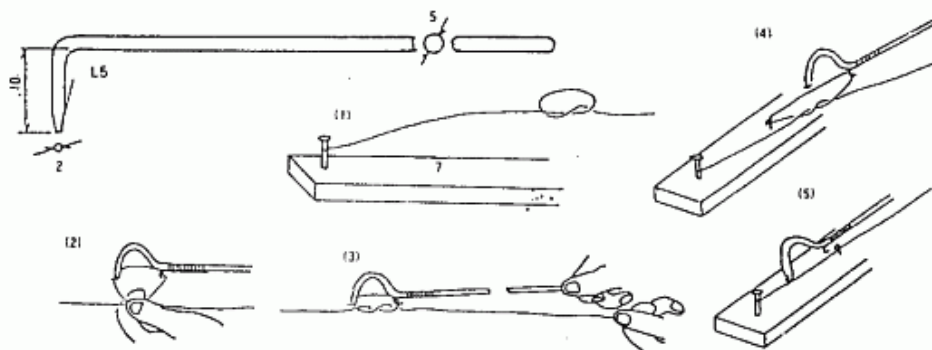


11. **TOOLS AND THREAD TYING:** Refer to Fig. 12. All tools can be made of any stiff wire. Dimensions are given in mm. Tool L1 is a standard probe used to untangle lines. L2, with a small "jaw" made of copper plate and bound to the end, is used to maneuver the masts inside

Fig.12/図12



the bottle. L3 is a standard cutting tool and L5, a little heavier than the others, is used to plant the hull in the "sea".



L4 is used to tie the knots inside the bottle, as shown in Fig. 12, steps 1 through 5. I strongly recommend you practice tying knots in this fashion on a practice board and on the model before inserting the hull into the bottle.

12. FINAL ASSEMBLY: Okay, here's where it gets fancy. Refer to Fig. 9 for the attachment points on the hull. I recommend you label the ends of all lines coming off the model. I use capital letters to denote lines attached to the sails, and lower case letters for the lines attached to the hull.

Remove the foremast from its' hole in the hull and lay it down on the hull. Using tool L5, put the hull into the bottle bow first and secure it to the sea. Using tool L2, carefully stand up the mast and plant it in the hull. Hold the mast with the L2 while you tighten all five lines (threads from sails A, B & C and from fastening hooks a & b). Glue all five to the mast and secure them outside the bottle while the glue dries. (Editor's note: taping the ends of the threads to the outside of the bottle with Scotch or masking tape is a handy way to secure them while still keeping them taut.)

Take the line from hook "a" and, using the L4 tool, tie it to hook "f". In the same manner, tie the line from "b" to hook "e", the line from sail C to "f", sail B to "e" and sail A to "f". Tie the lines from the left (port) side of the lowest yard to "m" and from the right (starboard) side of this yard to "l". Tie the line from the mainsail (E) boom to "g". Glue all the knots. and glue the ratlines to the insides of the bulwarks.

When dry, cut the shortest excess threads from the knots attached to "e" and "f", and all the excess threads from the knots on "l", "m" & "g".

Run the thread from the upper corner of the mainstaysail (D) through the uppermost fore and aft hole in the mainmast. Run all four lines from the foretopgallant (H) and foretopsail (I) through the next lower hole in the mainmast. Run the remaining threads from "e" and "f" through the lowest hole in the main mast. Holding all lines tightly wrapped around a finger, "walk" the mainmast through the neck and into position on the hull, using the L2 tool as before.

When the mast is properly settled into position, tie the line from "e" to hook "j" and the line from "f" to "i". Then tie the lines from the left (port) side of the foretopgallant and foretopsail (H & I) to "i", and the right (starboard) lines from these sails to "j". Tie the line from the lower corner of the mainstaysail (D) to "g" and the line from the upper corner of this sail to "h". The lower thread from the maintopsail (G) is also tied to "h", and finally, the lower thread from the mainsail (F) is tied to "k".

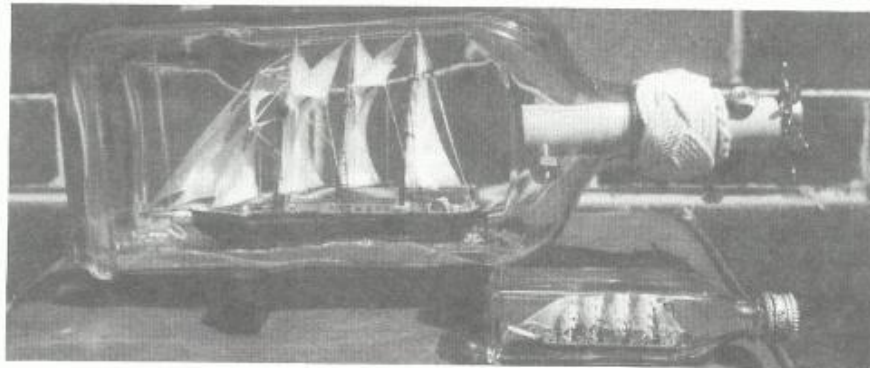
Glue the ratlines to the insides of the bulwarks, and glue all the knots. When dry, cut all excess threads. Now add any deck furniture you may have left off earlier. Leave the bottle open for a few days so any moisture can evaporate.

Seal the bottle, and have a stiff drink. You've earned it!

Fine examples of ships built by the Japanese method, by member HIDEO FUBUKE, New South Wales, Australia. The bark KANRIN MARU, which traded between Japan and America, in a Suntory Red Double bottle,



and the training ship WINSTON CHURCHILL, also in a Suntory Red bottle, along with the miniature 4 masted bark, in a Johnny Walker miniature.



EDITOR'S NOTE: Our thanks to Juzo Okado and the Japanese Association for permission to print this article, with drawings from SHIPS IN BOTTLES OF THE WORLD, the Commemorative Catalog of the 1985 International Exposition. This catalog, and the catalog from the 1983 Exposition, are both still available. Members interested should write to :

Mr. Mashiro Hisano
Family Kikaku Co. Ltd.
506 Ohe Bld.
1-8-2, Nishi-Tenma
Kita-ku, Osaka, 530 JAPAN

The catalogs are \$16.00 each. Postage by sea (which is dependable, but takes a while) is \$3.00; by air, \$7.00. Send payment either by International Postal Money Order or cash - very few American banks have reciprocal agreements with banks in Osaka! Both catalogs are valuable additions to any ship bottler's library.

Thanks to Hans de Haan, Holland, for the following updates to our Bibliography of Literature on Ships in Bottles:

SCHEEPJES IN EN BUITEN DE FLES, Sjoerd de Boer and H. Bottema, from a series of books called "VRIJE TYD REEKS", published by Cantecleer, Utrecht. (An old book, and Hans did not know the date)

FLASKESKIBE, Tage Jensen, Clausen Boger, Denmark, 1978

BUDELSCHEFFE, Ewald Koch, Frech Verlag, Stuttgart, Germany, 1978-80.

DAS GEHEIMNIS DES FLASCHENSCHIFFBAUES, Alfons Dunaiski, printed by Matthis Merckens, Duren/Merken (undated).

FLESSE-SCHEPEN, Hans de Haan, published by order of the Dutch Post (the savings bank division), 1985.

From the hobby bulletin "Na Vyven" ("After Five O'clock"): "Kay in a Bottle", April 1959, "Ship in a Bottle 1", May, 1959. "Ship in a Bottle 2", June, 1959. All are by H.C. De Bruyn. The hobby bulletin was published by ESKA N.V., Utrecht, Netherlands.

Other periodicals recently published:

Bellinger, Alex. BLUENOSE IN A BOTTLE, Ships in Scale, Nov/Dec. 1988. Vol. 6, No. 32, pp. 46-49.

Charbonneau, Gilbert. SHIPS UNDER GLASS, Better Homes & Gardens, Traditional Homes, Fall 1988. pp. 60-64, 110-111.

HOW I GOT MY START

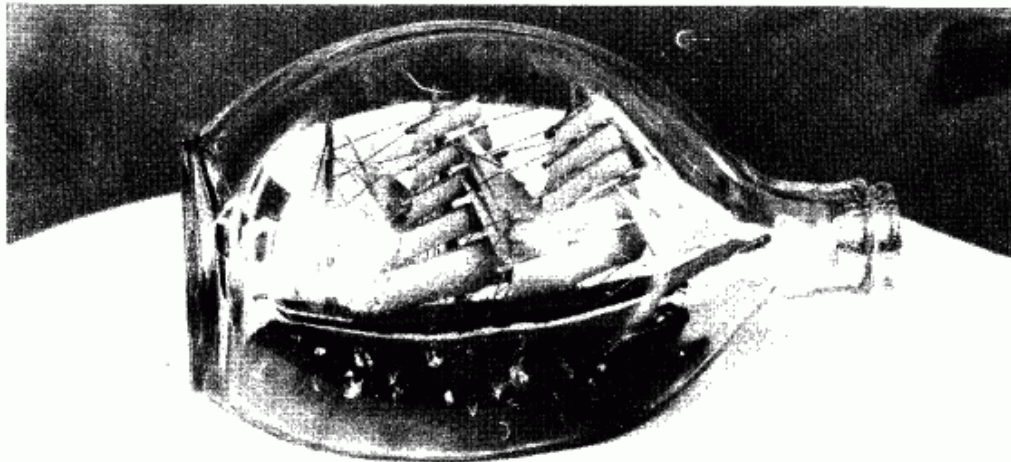
by Thomas Burke,
Co. Mayo, Ireland

I got my first introduction to ships in bottles as far back as June, 1957 when, as a very impressionable 13 year old, I read an article in "THE WORD" magazine on an outstandingly successful ship in bottle builder, Robert Vincent Gardner, a retired British Merchant Navy man. The description and series of photographs of this master craftsman at work, building schooners, barques and brigs and "launching" them in bottles and electric light bulbs simply fascinated me. I was captivated as never before and although I knew absolutely nothing about clipper ships and windjammers, I decided there and then, this was the hobby for me. By the way, I still have "THE WORD" article in my scrapbook, if anyone would care to read it. Even after thirty one years it is still one of the best short pieces I have read on ships in bottles.

I now had my hobby but, except for the magazine article, good and all as it was, I had very little to go on. I didn't know where to turn or how to go about things. And then an incident occurred which was to have an important influence on my new hobby. My eldest sister

took a job as a schoolteacher on Inismore, the largest, and, in the opinion of many, the most beautiful of the three Aran Islands in Galway Bay. She soon became friendly with a young lighthouse keeper, whose uncle was also a lighthouse keeper, and who practised the traditional hobby of lighthouse keepers the world over, namely modeling ships in bottles. The young keeper asked his uncle to model a ship in a bottle for my sister. This he gladly did and she arrived home from the island that Christmas with a very special present carefully wrapped at the bottom of her suitcase.

Later that evening the ship was unwrapped and placed on the mantel-piece over the sitting room fire for the family to examine and admire. I was dumbfounded. The bottle was a type I had never seen

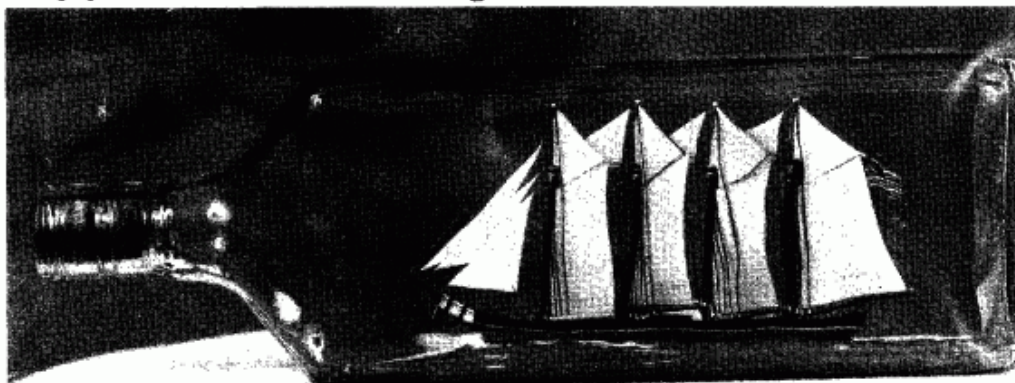


before, a crystal clear Scotch Dimple bottle and inside was the most charming three masted barque one could wish to see. Masts and spars, sails and rigging, hull and bowsprit, even the tiny figurehead were all executed and fashioned with the greatest of skill and craftsmanship. Although I had never seen a ship in a bottle, I didn't have to be told I was looking at a work of art. I had never seen anything quite so beautiful in all my life.

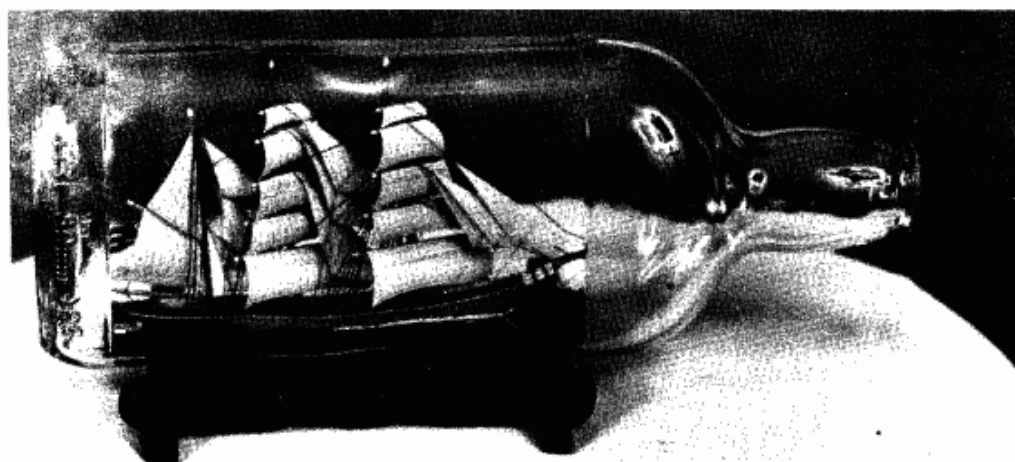
From that evening on my burning ambition was to emulate that lighthouse keeper and "launch" my own ship in a bottle. With the original in front of me, I spent hours and hours at our kitchen table making a copy of that beautiful barque, as best I could, down to the last detail. Eventually, I was reasonably satisfied with my replica. But, of course, I couldn't put it in a bottle because the real secrets of ships in bottles were still unknown to me. So I built a little stand for it and, somewhat disappointed, put it on the top shelf of the wardrobe in my bedroom where I could admire it from time to time. There it remained for a long time, a silent reminder of my abject failure to give it a home in a bottle. Then one day, frustration got the better of me, I broke it up and threw it in the bin.

But the urge to succeed in putting a ship in a bottle continued

to lay dormant in me for years. One day, while reading the "Books" page in the newspaper, I came across a review of Don Hubbard's book "Ships in Bottles". Here at last was what I was looking for - a step by step guide to this nautical craft that had so captured my imagination. I wrote away for it immediately. Don's book taught me all I needed to know. I built the "Gloucester Schooner" as recommended, the three masted coastal schooner, the Baltimore clipper and so on until I finally managed to build and "launch" a three masted barque in a Dimple bottle. I finally achieved my ambition almost thirty years after I had first begun.



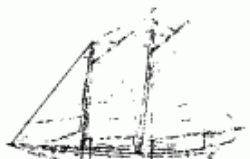
To end my story, I might as well tell you my sister didn't marry that lighthouse keeper after all. Instead she married a television engineer, not nearly as romantic!! But before leaving home, she gave me the barque in the Dimple bottle. Today it holds pride of place in my collection of ships in bottles. It has become the yardstick by which I measure all my models and no matter how hard I try, I cannot seem to capture the elusive beauty and charm of that three masted barque that arrived from Aran all those years ago.



FROM THE MEMBERS

JIM DAVISON, Royal Oak, Michigan, recently got very good coverage in his local paper, as a ship in bottle builder. Jim also went to the extra trouble to be sure SIBAA was also mentioned in the article. Shortly after it's publication, Jim received a number of calls from interested people in his area, including one who had purchased an SIB kit in Florida. Would Jim build it for him?

Speaking of kits - PAUL WHDNER, Casselberry, FL, writes in with adamant objections to all kits. He feels they should not be countenanced in Judging Standards, or at meetings or exhibits. Ironically, KARL SCHULZ, Moreno Valley, CA, wrote in to praise one kit, and especially the helpfulness of the company's staff. Kits can be helpful, especially for a beginner, but can they really replace getting down to it a doing the work yourself?



SHIP AND BOAT PLANS. Model-makers and boatbuilders can obtain, by mail, copies of plans from the National Watercraft Collection, the works of Howard I. Chapelle, the Historic American Merchant Marine Survey, and other collections from the National Museum of American History, Smithsonian Institution. A catalog with prices is available for \$6 postpaid from the Division of Transportation, Room 5010, NMAH, Washington, DC 20560. Make remittance payable to the SMITHSONIAN INSTITUTION.

For long time admirers of the plans by Howard I. Chapelle, who have wondered how to get good quality prints of them, TOM MATTERFIS, Clearwater, FL, has sent in this clipping. The initial investment for the catalog may seem high, but should repay a rich dividend in high quality plans for many projects in the future.

ALLAN B. CAMPBELL, Houston, TX, writes of a clipper ship project not unlike BILL JOHNSTON's from the last issue. Only having a brief time ashore between trips, he hastily grabbed a bottle from his "stash" which looked like a liter, but turned out to be a fifth - "Needless to say, the ship lost her mainmast in a squall." He sends more successful news of a topsail schooner made for a friend, and says a jeweler's draw plate made the masting and sparring much easier. At the time of his letter, he was tackling another clipper, and studying a Chebec of 1750 for a bottle. He found ROBERT EMORY's article (BOTTLE SHIPWRIGHT 2-87) helpful, especially on erecting the vessel. Looking for further details, he was disappointed by plans for a full hull model; "plans in Italian, instructions in German!"

JACK HINKLEY, our KAI CHO, is a trifle annoyed with your editor for insisting on mention of Jack's address in a recent article, but not as insistent mention of his own. Hence, all responding mail has gone to Pennsylvania, instead fairly shared with Massachusetts. This announcement is also presented as a form of apology for this oversight.

Jack is making progress on a larger, full hull model of the SCOURGE (see BOTTLE SHIPWRIGHT 1-88) for a good sized wine jug. Most of this work has recently been taken up with the deck furniture: eight sweeps, complete with handles and blades, but only about as thick as heavy thread; two anchors, one stock and the other iron, with folding stock; ten carriage guns, with barrels 5mm long; hatch gratings approx. 3mm by 7mm. He began the project last January, and has now clocked 145 hours on the job.

HOWELL THOMAS, who has held monthly meetings at the Los Angeles County Natural History Museum, recently held a show at the Cabrillo Maritime Museum in San Pedro. He has a class scheduled at the L. A. Maritime Museum (also in San Pedro) for this coming January. Interested members can contact him at 609 Raleigh #4, Glendale, CA 91205.

On the subject of classes, your editor will be giving a class on Monday evenings at the Custom House Maritime Museum, Newburyport, MA, starting in February. The course is anticipated to run about eight weeks. Interested members can contact me at the usual address.

BILL WANGELIN, Fort Pierce, FL, finished the clipper YOUNG AMERICA, and gave it to his son and daughter in law as a wedding present. He is currently making slow progress on the brig PERRY, but looking forward to trying the handsome steel bark ARCHIBALD RUSSEL. Bill favors the shapes of 1.5 liter wine bottles "Cribari", "Polo Brindisi" and "Riunite", and recommends them to other modelers.

FREIDO FLOSSNER, Jena, East Germany, sent a few details of a one day meeting with West German ship bottlers in Rostock. The West Germans, including Gerhard Herrling, editor of BUDELSCHEIFF EXPRESS, arrived by ferry, and brought about twenty samples of their works. Next year another meeting is planned, and an exhibition will be held.

New members STEVE SABA, 5661 Gatlin, Bakersfield, CA 93308, and JON PAUL ROOT, 954 So. Post Rd., Benson, AZ 85602, are both looking for help on materials for seas. Steve finds plumber's putty difficult to use and paper mache' easier, but fades in time. Jon is looking for advice on good sources of plasticine - the local hobby stores in Arizona are wanting! If you can help either member, please drop them a line at the above addresses.

FINLEY TAYLOR, Brooklyn, NY, sends the following tips: For builders working in limited space, a handy tool holder and organizer can be made from the plastic "Waffle Board" (also known as "Egg Crate") used for ceiling lighting fixtures. Using a hot knife to cut the waffleboard into the desired dimensions, he built a simple cube that holds a number of tools together, but keeps them handy. The waffleboard sections are assembled with plastic glue and glued to a wooden base. Since he got a couple of broken sheets of waffleboard from a construction job, his price was great, but notes that Task Force II, P.O. Box 1148, Orange NJ 07050, makes a "Great Crate No. SK-9" for a reasonable \$5.95 a sheet.

Inspired by GIL CHARBONNEAU's practice of pumping out the air of a bottleship to help preserve it, Finley recalled using an aspirator connected to a faucet in a former lab as an inexpensive vacuum pump. With a thick wall rubber hose and a greased petcock, you can control the aeration and not cause the putty or plasticine to bubble and loosen the model.

Like many Steve Saba and Jon Paul Root, Finley finds it difficult to find good plasticine. Should you know of a good source, please let him know at 1035 Clarkson Ave, 6-B, Brooklyn, NY 11212.

Not only is HANS DE HAAN an active builder and active member of BOB DE JONGSTE'S Dutch chapter of the European Association, he is also

an avid collector of pictures of ships in bottles. Members interested in collecting and exchanging photographs with Hans should write to him at Ministreelpad 43, 3766 BR Soest, NETHERLANDS.

Sad news from BOB DE JONGSTE, who recently underwent an eye operation in Holland. His physicians are trying to restore as much of his sight as possible. He hopes to have good news this fall. With his ever strong spirit, Bob put up a sign in his workshop which reads, I GRIEVED OVER HAVING NO SHOES UNTIL I MET A MAN WHO HAD NO FEET!

I know you will all join me in wishing him the best!

LARRY GOECRITZ, Tillarnook, Oregon, is also a member of the Nautical Society of Oregon, a group of modelers with interests in any-



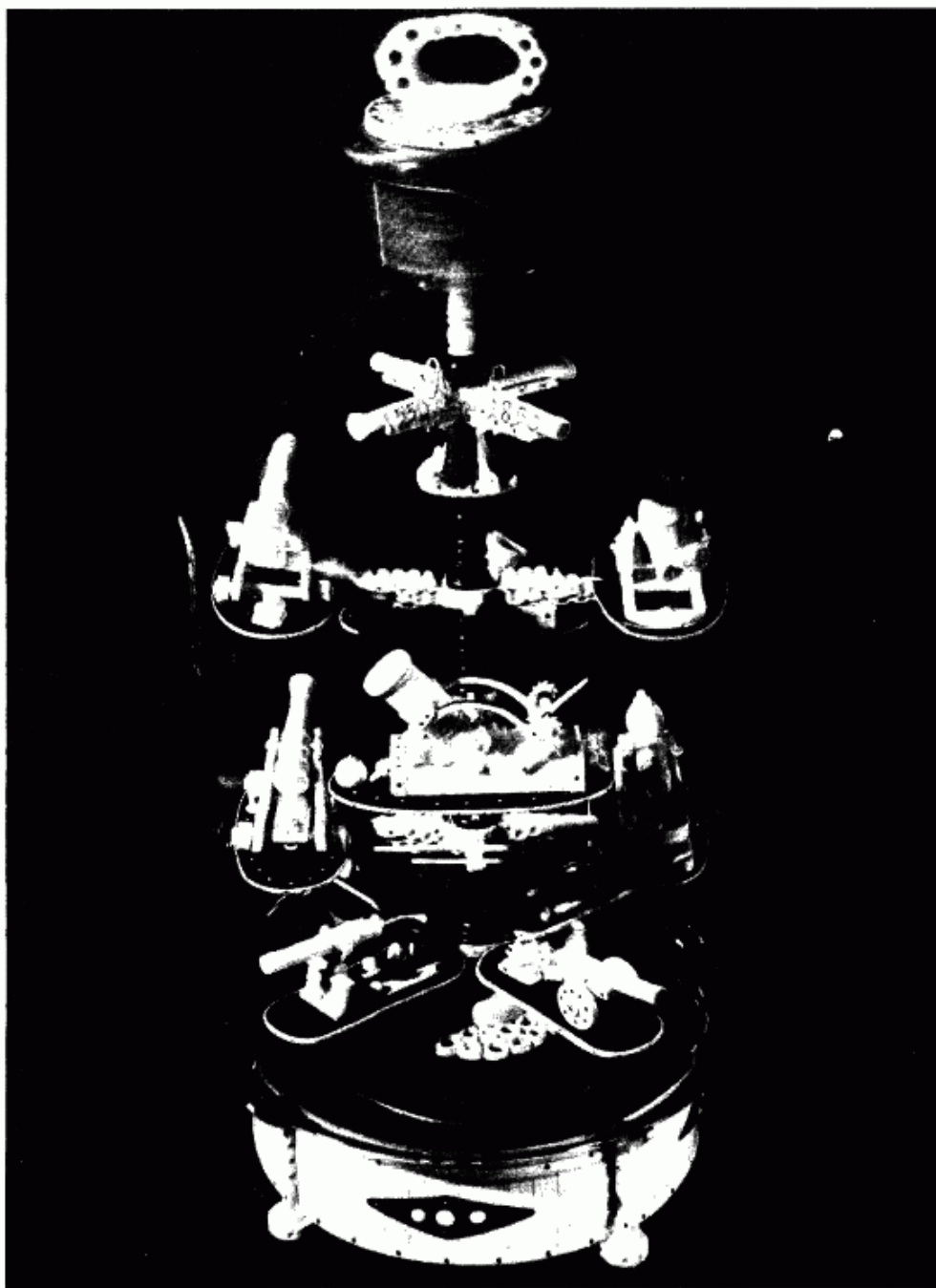
thing maritime, but without a special classification for ships in bottles. In a recent show, Larry's bottles did win second and third place in a category called "Nautical Detail". Here is a self portrait, in a jug, and passing the time with a favorite occupation.

WELCOME NEW MEMBERS

Mark J. Adams, 2 Fairview Ave., Edison, NJ 08817
Paul Crackel, Box 1465, Kailua Kona, HI 96745
Virgil Herin, 21800 S.W. Pacific Hwy, #5, Sherwood, OR 97140-9130
Lt. Stephen E. Johnson, USN, VFA-192, FPO San Francisco, CA 96601-6236
Norman J. McCormick, 165 Turnpike Rd., Westboro, MA 01581
Kevin T. Seufert, MD, 4173 O'Hare Dr., Virginia Beach, VA 23456
James E. Tanner, 1702 3rd Ave., New Brighton, PA 15066

ADDRESS CHANGES

Peter J. Aird, RR# 1, Alliston, Ontario, CANADA L0M 1A0
David Allegrucci, 2800 San Rae, Kettering, Ohio 45419
Robert Emory, 1220 S. Ocean Ave. #3, Cayucus, CA 93430
Edward C. Newman, 1718 Corcoran St., N.W., Apt. 34, Washington, DC 20009
Carl A. Owen, 19029 Marisa, Mt. Clemens, MI 48044
Howell Thomas, 609 Raleigh #4, Glendale, CA 91205



A fine "spielwerk" model by Johnny Reinert. By turning the crank at the top of the bottle, all the bone figures inside revolve. This is the kind of bottle model the early builders were known for building in the 18th cent. See Freido Flossner's article in BOTTLE SHIPWRIGHT 1-88.